

could from p 172  
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United States against Newfoundland  
the illegal seizure of fishermen  
and their vessels and the fines and  
collection of duties?"

"All that is to be settled by an ar-  
bitration which takes place next  
year. We do not, however, admit ow-  
ing any of the hundreds of thousands  
dollars claimed. There are some  
millions we are prepared to pay.  
We have never yet refused to  
recognize our liabilities where any vi-  
olation of the law or treaty took place  
against American fishermen, but New-  
foundland has been advised over and  
over again that most of the claims  
set up are not sustainable."

Speaking of the Newfoundland fish-  
eries, Sir Edward said:

"Of late years there have been very  
large developments in the fisheries.  
Our fishing fleet is the largest in  
point of numbers, in the world. We  
have over 2000 vessels of 50 tons and  
upward, nearly all built in the coun-  
try, by the men who own and sail  
them. The Newfoundland goes into  
the forests and cuts the wood, fash-  
ions the timber for the framework,  
builds, rigs and equips the vessel;  
does the blacksmithing himself, makes  
the sails, crews her with his own sons  
and relatives, goes to the Grand Banks  
and takes the annual catch of cod.  
The Newfoundlanders are a self-suf-  
ficient people."

## Expert to Pass on Hospital Ship.

Congressman Gardner has had sev-  
eral conferences recently with Con-  
gressman Alexander of Missouri,  
chairman of the committee on Mer-  
chant Marine and Fisheries, which is  
considering Mr. Gardner's bill for the  
establishment of a Hospital Ship for  
the relief of the Atlantic fisheries.

As a result of these conferences Mr.  
Alexander has agreed to refer the bill  
to the Bureau of Fisheries for a report  
and recommendation to Congress. It is  
probable that this report will be made  
by A. B. Alexander, the well known  
expert of the commission on the deep  
sea fisheries.

Among the most prominent and ac-  
tive advocates of the Hospital Ship  
is Miss Constance G. Leupp of  
Washington, the well known magazine  
writer and civic leader. Miss Leupp  
is, by the way, one of the leaders  
of the suffrage movement in the Dis-  
trict of Columbia, told a member of  
the committee this week that she  
could not give them a moment's  
time until the Hospital Ship was an  
accepted fact. It will be remembered  
that Miss Leupp was one of the suf-  
ragettes who made the march with  
Miss Rosalie Jones from New York  
to Washington. She is a plugger in  
whatever she undertakes.

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Arrivals at Pigeon Cove.

Fishing crafts in harbor at Pigeon  
Cove over Sunday were Sylvester,  
Nettie, Annie Hamilton,  
Margaret and Gracie E.  
Saturday's catch was about  
2000 pounds and Sunday's 2000 pounds.

# WILL SOON HEAR GERRING CASE

## Tribunal Sets March 30 Date to Open Arguments—Vessel Seizure Affair One of Most Important State Dep't Matters In Years.

At last, after 17 years of "watchful  
waiting," Captain Edward Morris of  
this city, is likely to see a decision in  
his case against the British govern-  
ment on account of the seizure of his  
fishing schooner, the Frederick Ger-  
ring, Jr., way back in 1897. On account  
of the international questions involved,  
and on account of the number of pro-  
minent men who have interested  
themselves in it, the case is probably  
one of the most famous that the state  
department had been called upon to  
consider within the last decade.

While the amount involved is per-  
haps small from an international  
standpoint, nevertheless, it represents  
to Captain Morris the savings of a  
lifetime, as the loss of his vessel in  
1897, the accumulation of years of  
following the Gloucester fisheries,  
wiped him out of existence so far as  
financial resources were concerned.

During the years in which he has  
conducted his courageous fight, every  
secretary of state from Richard Olney  
down through Judge Day, John Hay,  
Elihu Root and Philander Knox, have  
urged the British government time  
and again to agree to some means of  
settlement. In the controversy these  
several secretaries have been assisted  
in the preparation of the case, and  
backed up the floor of Congress by  
Senator Hoar in the first instance, by

Senator Lodge, Congressman Moody  
and Congressman Gardner. This case  
was one of the first to claim Mr.  
Gardner's attention when he took his  
seat in the House back in 1902 and  
there was probably not a session  
since that time when he has not spent  
many wearisome hours in endeavor-  
ing to accomplish a settlement for his  
now aged constituent.

Accordingly, he left the Carnegie  
Institute, where the sittings of the In-  
ternation Tribunal which is consider-  
ing these international cases are be-  
ing held, on Tuesday afternoon well  
pleased that at last success was in  
sight. For he had been assured that  
the arguments in the Gerring case  
would be commenced on Monday,  
March 30, and would in all probability  
be concluded the following day. Robert  
Lansing, Esq., of New York, who was  
one of the American counsel at the  
Fisheries Arbitration at The Hague,  
and who has spent months in the prepa-  
ration of this case, will make the ar-  
gument in Captain Morris' behalf.  
Yesterday the president named Mr.  
Lansing to succeed John Bassett  
Moore as counselor of the state de-  
partment.

The Tribunal is known as the British  
Treaty Claims Commission, and they  
are holding daily sessions now. A  
number of other Gloucester cases will  
be heard while the Tribunal is in ses-  
sion and in several of these cases the  
arguments for the United States will  
be made by Frederick H. Tarr, Esq.,  
the well known local lawyer.

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### Canadian Sardine Co. to Resume.

The report comes from Eastport that  
the Chamcook, N. B., sardine factory,  
which was operated for a time last  
year by the Canadian Sardine Com-  
pany, is to resume operations this sea-  
son, the affairs of the company having  
been adjusted. The plant, which was  
promoted by the Canadian Pacific  
Railway Company is one of the largest  
and finest of its kind in the world.  
When in full operation more than a  
thousand hands are required at the  
plant.

### Salt Mackerel Imports.

Imports of salt mackerel received at  
Boston to date amounts to 31,725 bar-  
rels of the 1913 catch as compared  
with 29,905 barrels of the 1912 catch.

### Good Money in Halibut

#### Trips.

Sch. Catherine Burke, Capt. Daniel  
McDonald stocked \$4205.85 from her re-  
cent halibuting trip, the crew of 22  
men sharing \$91.28, clear. On the trip,  
the craft lost 29 skates of tawl. Capt.  
McDonald is not in his usual good  
health, there having been a reoccu-  
rence of an old ailment for which he  
has undergone an operation several  
times.

Another good halibut stock is that of  
sch. Corona, Capt. Wallace Parsons.  
The total stock was \$3200 from which  
the crew of 19 men shared \$78.40 to a  
man, clear.

# Mch. 23 173 CONNOLLY HITS BEAM TRAWLING

## Tells Bank Clerks Assn. Fishermen are Greatest Seamen in History.

At the annual dinner of Chapter 5  
of the American Bank Clerks' Asso-  
ciation, held Friday evening at the  
City Club, Boston, the principal speak-  
ers were the Hon. William S. McNary,  
who spoke on the port of Boston de-  
velopment, and James B. Connolly,  
who spoke on Boston, the greatest  
fresh fishing port in the western  
world. In conclusion, Mr. Connolly  
said:

"It is true motive power is inevita-  
bly coming into use in our fishing, even  
as in all other sea craft, but it is as  
yet in an experimental stage only.  
Ninety-eight per cent. of our bank  
fishermen still use sailing exclusively;  
and so the interests of the great fish-  
ing ports of Boston and Gloucester, are  
the interests of sail fishing, not of the  
steam trawlers.

"Our fishermen own many of their  
own boats; they have no money in-  
vested in the steam trawlers. Our  
steam trawlers are owned by large  
corporations exclusively. In the in-  
terests of pure justice our sailing  
fishermen deserve all the protection  
we can get for them. For sentimental  
reasons and a dozen other reasons this  
is their right.

"They have done more with good  
canvas against the great elements than  
any body of men who have ever sailed  
the seas. They are of that great corps  
that the woods, the plains and the  
hills know—men who to a great prim-  
itive force unite a high intelligence,  
a great daring, defensive spirit of sac-  
rifice. They only know one thing  
when in action, and that is to give the  
fullest measure of service, the best  
quality of their manhood to their duty  
in the performance of their duty. They  
are the greatest seamen of history."

## REPORT FISH BY WEIGHT BILL

The Committee on Mercantile Af-  
fairs has voted to report a bill, that  
all food fish, except shell fish and  
fish put up in original packages, shall  
be sold by weight.

## ALEWIVES RUN AT EDGARTOWN

Alewives have started to run at Ed-  
gartown, 1300 being taken there on  
Wednesday last.



# GILL NETTERS DOING FAIR

**Fell Off From Last Week  
But Still Landed 75,-  
000 Pounds.**

The gill netters landed about 75,000 pounds fresh fish over Saturday and yesterday, mostly haddock, although there was quite a falling off in the catches over the previous days of the week.

The only off shore fare was sch. Rhodora, Capt. Gustaf Peterson with a trip of halibut, which lay over from Saturday and sold this morning.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Dolphin, gill netting, 500 lbs. fresh fish.

Str. Medomak, gill netting, 500 lbs. fresh fish.

Str. R. J. Killick, gill netting, 1000 lbs. fresh fish.

Str. Ethel, gill netting, 1000 lbs. fresh fish.

Str. Eagle, gill netting, 2500 lbs. fresh fish.

Str. Quoddy gill netting, 1225 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 1175 lbs. fresh fish.

Str. Hugo, gill netting, 300 lbs. fresh fish.

Str. Quartette, gill netting, 400 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 3500 lbs. fresh fish.

Str. Rough Rider, gill netting, 4900 lbs. fresh fish.

Str. Mystery, gill netting, 600 lbs. fresh fish.

Str. Mary L., gill netting, 425 lbs. fresh fish.

Str. Randolph, gill netting, 750 lbs. fresh fish.

Str. Gertrude T., gill netting, 1500 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1000 lbs. fresh fish.

Str. James M. Gifford, gill netting, 1000 lbs. fresh fish.

Str. Enterprise, gill netting, 800 lbs. fresh fish.

Str. Evelyn H., gill netting, 600 lbs. fresh fish.

Str. Julia May, gill netting, 1000 lbs. fresh fish.

Sch. Lillian, via Boston.

Str. Thelma, south bluefishing.

## Saturday's Gill Netting Fares.

Str. R. J. Killick, gill netting, 2000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1200 lbs. fresh fish.

Str. Anna T., gill netting, 500 lbs. fresh fish.

Str. Medomak, gill netting, 6000 lbs. fresh fish.

Str. Philomenia, gill netting, 2000 lbs. fresh fish.

Str. Ethel, gill netting, 2000 lbs. fresh fish.

Str. Bryda F., gill netting, 2000 lbs. fresh fish.

Str. Venture, gill netting, 2000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 1000 lbs. fresh fish.

Str. Julia May, gill netting, 800 lbs. fresh fish.

Str. Rough Rider, gill netting, 1110 lbs. fresh fish.

Str. Sunflower, gill netting, 1500 lbs. fresh fish.

Str. Joanna, gill netting, 6500 lbs. fresh fish.

Str. Orion, gill netting, 1500 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1000 lbs. fresh fish.

Str. Gertrude T., gill netting, 2500 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 750 lbs. fresh fish.

Str. Lorena, gill netting, 750 lbs. fresh fish.

Str. Alice, gill netting, 1100 lbs. fresh fish.

Str. Quoddy, gill netting, 2300 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 350 lbs. fresh fish.

Str. Anna T., gill netting, 570 lbs. fresh fish.

Str. Mystery, gill netting, 1000 lbs. fresh fish.

Str. Enterprise, gill netting, 1000 lbs. fresh fish.

Str. Water Witch, gill netting, 3500 lbs. fresh fish.

Str. James M. Gifford, gill netting, 2500 lbs. fresh fish.

Str. Eagle, gill netting, 3100 lbs. fresh fish.

## Vessels Sailed.

Sch. Arethusa, haddocking.

Sch. Esperanto, haddocking.

Sch. Ralph Brown, haddocking.

Sch. Georgianna, halibuting.

Sch. Mystery, halibuting.

Str. Mary F. Ruth, Boston.

Sch. Manomet, Boston.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

### Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 9c per lb. for white; 7c for gray.

## Week's Receipts at T Wharf.

Fresh groundfish landed at Boston for the week ending March 19, totalled 2,796,146 pounds from 77 arrivals as compared with 2,645,800 pounds from 82 fares for the corresponding week of 1913.

## Halibut Sale.

The halibut fare of sch. Rhodora, sold to the American Halibut Company for nine cents for white and seven and one-half cents for gray.

# SEVERE WEATHER CAUSED FAILURE

**Str. Thelma of Winter Bluefishing Fleets  
Home From South—Unusual Conditions Interfered With Work of Fleet**

Steamer Thelma which has been bluefishing from southern ports this winter arrived here yesterday. John Morash, engineer, who has been with the steamer since it left Gloucester last winter tells the same story of the failure of the southern fisheries as all who went from here have reported.

One of the crew said the failure this season was partly due to the severe weather. He said that the steamer had done very well the first of the

winter, but later the weather proved a great handicap. While lying in vannah, a snow storm occurred, first in 27 years in that place, "the temperature should be at 50. It has been much colder than all winter."

Captain Elroy Prior met the steamer in New York Thursday and with engineer Morash and two of the crew brought the little vessel to this. The steamer will make a south sea trip in command of Capt. Prior, leaving about April 15.

# BEAM TRAWLER HAD BIG FARE

**Str. Billow Chafes T Dock  
Pier With 114,000 Lbs.  
of Haddock.**

The week's trade at T wharf this morning did not open very brisk, eight fares being all that was in for the opening trade.

Three off shores landed the bulk of the receipts, steamer Billow having 114,000 pounds, steamer Swell, 49,000 pounds and sch. Pontiac, 70,000 pounds.

Wholesalers paid \$2.25 to \$3.75 a hundred weight for haddock, \$5 for large and \$2 to \$2.50 for market cod, \$4 to \$6 for hake, \$2.50 to \$3.25 for pollock and \$2 for cusk.

## Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Billow, 110,000 haddock, 3000 cod.

Str. Swell, 22,000 haddock, 21,000 cod, 6000 lemon sole.

Sch. Pontiac, 60,000 haddock, 5000 cod, 4000 cusk, 1500 halibut.

Sch. Helen B. Thomas, 2000 haddock, 9000 cod, 2500 cusk.

Str. Mary F. Ruth, 6000 haddock, 1400 cod, 2000 pollock.

Sch. Actor, 200 haddock, 3200 cod.

Sch. Pearl, 2500 haddock, 2400 cod.

Sch. Manomet, 500 haddock, 1000 cod, 8000 hake, 8000 cusk.

Haddock, \$2.25 to \$3.75 per cwt.; large cod, \$5; market cod, \$2 to \$2.50; hake, \$4 to \$6; pollock, \$2.50 to \$3.25; cusk, \$2.

# FULTON MARKET FLOUNDER GL

Last week was a fairly good one for the commission men, the supply of green stock being heavier than at other time this year, with many packages offering at low prices.

There was a deluge of flounders in the market during the entire week, the bulk of the stock coming from New York, Bay Shore, Amityville and Babylon, the fish being small in size, selling at 75c to \$1 per barrel. Fish should not have been sent to market, still there was nothing to do but accept packages when the express companies delivered them.

Shelter Island flounders were good size and sold at \$5 per box.

Hyannis stock brought \$10 a box on Saturday, \$9 on Monday and \$8 during the remainder of the week.

Taken together, the price of flounders varied, 1-2c to 4c per pound, the quotation.

Four and one-half to 5c a pound, the price on haddock during the tire week.

Western white halibut was selling at a shilling to 14c.

There was no hake in the market.

Few bluefish reached the market. They were of medium size and sold at 25c per pound.

Codfish was plentiful and very cheap in price, practically during the week. From Tuesday on, market was quoted at 2 1-2 to 3c, and cod at 4 to 6c.



# YANKEES NOW TRY TO GET THE WAGON

## How Transcript Views Our Efforts to Secure N. S. Privileges.

In the Boston Transcript of Friday, P., one of the well known writers that paper, a man keenly observant of all matters pertaining to the fisheries of the North Atlantic and the fish business as well, had the following very interesting tale of how the present free fish schedule affects the Gloucester fishermen and also what is desired by them from Canada and Newfoundland in the way of privileges, and why these privileges are wanted.

The august tradition of the Yankee horse-swap has been dealt a body blow by Yankee diplomacy. For nearly a century the British provinces have had something coveted by the Yankee fishermen and the Yankee fishermen have had an article coveted by the provincials. What they wanted was our market for their fish. And our fishermen wanted the privileges of their ports. This dicker was a see-saw through a century of treaty-making, with the honors generally about evenly divided. Then, last year, our fishermen experienced the well-known emasculation of the tenant who, having built up a neat custom in square meals of twenty-five cents, finds the boarding house sold out from under him. He is to revert to the more universal language of the horse-swap: Our neighbors had three wagons and one horse; we had one wagon and three horses. Said they: "We'll swap ye one o' our wagons for one o' your horses." Which, as arithmetic will explain, could have left each party with two wagons and two horses. But at this point the government said to our neighbors, "Oh, you can have the extra horse for naughting." "Thanks!" said our neighbors, and took it.

Our Yankee fishermen are now trying to get the wagon which was offered them in the old days when a swap was swap.

In every reciprocity treaty between this country and the sister dominions of Canada and Newfoundland enacted and negotiated within the past half century, our British neighbors have, in return for the freedom of our markets for their fish, offered equal privileges for their own ports.

By equal privileges is not meant the right to make free with their in-shore fisheries, nor to enter their ports to land and store down fish, nor to sell in their markets duty free. But the rights craved do include something more than the bare, humanitarian permission to enter their ports for shelter from storm, for repairs necessary to fit a vessel for the voyage to her home waters, and water, and fuel wood—which are no longer used. These historic humanitarian rights are, as things stand, far less than humanitarian, for a Gloucester skipper of an auxiliary schooner cannot, in a provincial port buy

food, or even a chart, without incurring liability to seizure. What is more, if his vessel is badly battered in a gale, she cannot go on the railways for repairs without paying a license fee of \$1.50 a ton. Within the past winter, a Gloucester schooner, the "Sylvania," after a close squeak off shore, managed to reach Halifax. She needed a new keel and numerous other things which came to \$3500. Of this, \$148 had to go for a license before she could obtain any repairs at all. As it would have been virtually impossible for the "Sylvania" to get to Gloucester as she was, the difference between this \$148 license fee and the palm of a hotel porter who declines to bring up your trunks until you have gratified its itch, is a difference hardly worth mentioning. Especially since, as things stand, the Canadians and Newfoundlanders have not only the freedom of our markets but the freedom of our marine railways as well.

Likewise, if you need new dories and new spar or two right away quick in mid-December, you pay your \$150 to Ottawa for a license which expires not in mid-December of the following year but in two weeks; at New Year's, to be exact. You can then obtain another license for \$150. When the duty fence is approached the absurdities become still more fascinating. Your Yankee skipper cannot land fish at Halifax and send it home to Gloucester without paying duty on it. Your Canadian skipper can land fish in Gloucester duty free. But if a Gloucester firm sends this Canadian fish into Canada, Gloucester must pay a duty on it. "Heads I win, tails you lose."

To equalize the arrangements, our fishermen should have the right to enter the ports of our British neighbors to buy bait, to take in ice to renew supplies, to trans-ship fish to replace gear and repair damage. These rights should be extended to all sailing vessels including those equipped with auxiliary power, which are now subjected to discrimination. The second request is that such privileges should be granted without the present tonnage charge of \$1.50 a ton per year.

These requests seem based on the simplest grounds of fairness. That they have not been voluntarily granted by the Canadians merely reminds us that in the commercial society to which we belong the gracious act of giving up something we are not compelled to give up is relegated to mythological lore. Since, therefore, the prevailing code is "take all you can get and sit tight," the practical exigencies of the matter are reduced to the question of whether the provincials can be induced to concede what our government should have insisted on before granting such concessions to our neighbors. Our neighbors have full permission to wear a path across our lawn.

Cont'd above

We now sue for the meek privilege of entering their front gate once in a while.

The thing ought not to be impossible to arrange. Great Britain has very recently received a concession in the matter of canal tolls which ought to have mellowed it for a while. It has been suggested that the state department deal direct with Ottawa. It has also been suggested that if these negotiations get a chilly reception, that chill can be duplicated in our own ports with a cancellation of the free entry of fish, since the tariff arrangements can be set aside when it can be shown that we are subjected to unfair discrimination by the nation enjoying the privileges of such arrangements.

The moral of this none too-gratifying tale is that unless equality is restored between the Canadian fishermen and our own, we shall presently have no salt fishermen. The tariff, with the unerring instinct of such documents to protect the article rather than the man, has as these columns have acknowledged, with due gratitude, left the shore industries of the fishery in no jeopardy. At the same time, it has exposed the doryman, who catches the fish, without which these shore industries would be nowhere, to the competition of our Northern neighbors under handicaps which must ultimately drive him to the Provinces to do his salt fishing or drive him out of the industry. This is a thing which, for a multitude of reasons, we cannot afford to allow. It is not alone that your fishery is the cradle of a merchant marine (once more conceived though as yet unborn); and, if navies must be, of your navy as well; but that if we are to have a maritime population on our seacoast at all, the hardiest, sturdiest and cleverest of such are the fishermen, and they, too, belong to that most valuable class in any State—the actual producers.

Everything for nothing; that is what our diplomacy, always inferior to Great Britain's, has given the provincials in respect to our fisheries. Our task is to recover, if possible, some of that too lavish gift.

## BIG BOSTON CRAFT FLOATED

The Boston fishing schooner Ellen and Mary, Capt. Michael Brophy, which ran ashore on the southeasterly side of Georges Island, Boston harbor, at 7.30 a. m. Friday, was pulled off at high water at 6 p. m. by the tugs Juno and Confidence, with the wrecking lighter Admiral alongside. She was towed to T wharf apparently with only slight damage. At low water she was practically high and dry.

The Ellen and Mary is one of the largest of the Boston fishing fleet. She was built at Essex in 1912, is 109.7 feet long, 25.5 feet beam, 12 feet depth of hold, with a net tonnage of 97 and a gross tonnage of 142. She carries a crew of 18 men.

## A VOICE FROM THE WOODS.

### Sees Flaws in Plan For a Hospital Ship.

The following communication appeared in the Boston Post of Saturday: Sir:—I wish to voice my protest as to your editorial, "A Hospital Schooner," favoring the scheme of Congressman Gardner for establishing a hospital relief vessel for our fishing fleet. It would undoubtedly benefit those employed on the schooner, but be of doubtful assistance to any of our fishermen.

Vessels engaged in the fisheries fish on many different grounds, separated by miles of ocean. Unless the schooner cruised within a limited area, how would she be found, and what possible good would it be to a vessel miles away? In a blow the hospital schooner might be disabled and have to put into port. What about a fisherman then, trying to find her?

Any good fishing vessel with a good breeze could make port and get medical assistance while she was trying to find a hospital schooner.

And what a fine thing it would be for any surgeon to try to do some fine surgical work with any vessel of the size of a fisherman pitching about in a gale of wind; and in calm weather, how would they get to her if they knew her exact position, which they could not, without the aid of wireless on both vessels? Further, what kind of doctor would you find willing to endure the discomforts of life aboard the schooner off-shore? Again, how would the fishermen know when the hospital ship put into port for supplies as she must?

There would have to be a number of such hospital ships to cover all the fishing grounds, and then they would be of doubtful value.

Canvass the fishermen and see what they think of it. Congressman Gardner might next present a bill that all aeroplanes carry a surgeon in case of accident.

WM. BASSET, Jr.

Francetown, N. H., March 19.

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### Digby Fishing News.

The fishing schooner Dorothy G. Snow, Capt. Ansel Snow, arrived here Monday; Albert J. Lutz, Capt. Arthur Longmire, Tuesday, and Dorothy M. Smart, Capt. William Snow, Wednesday. The three vessels discharged more than 300,000 pounds in the Racquette, which, being cured here, makes busy times at this port.

Arrivals at the Maritime Fish Corporation this week Sch. Albert J. Lutz, 73,890 lbs. of haddock, 10,955 lbs. of cod, 5400 lbs. of cusk, 800 lbs. of scrod cod, 200 lbs. of scrod haddock, 600 lbs. of pollock. Sch. Dorothy M. Smart, 72,450 lbs. of haddock, 9538 lbs. of cod, 3800 lbs. of cusk, 400 lbs. of scrod cod, 200 lbs. of scrod haddock, 600 lbs. of pollock, 348 lbs. of halibut.

Better prices prevailed in Digby last week for fresh fish than in Boston. At Boston the schooner Morning Star, Capt. Harry Ross, of Digby, reported, in with 105,000 pounds of mixed fresh fish and stocked \$2600, while at Digby the Dorothy M. Smart and Dorothy G. Snow reported in with the same quantity of fish as the Morning Star and each vessel stocked \$2900, a difference of \$300 in favor of the Digby prices.